Depot Maintenance Interservicing (DMI) Analysis Summary Report for Fiscal Year 2002

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FORWARD

This report is published annually to provide an overview of Depot Maintenance Interservice (DMI) study activity for the preceding fiscal year.

A total of 63 new start DMI studies were initiated during fiscal year 2002. Seventy-nine DMI studies were completed in fiscal year 2002. Significant among the study completions during fiscal year 2002 was the AN/AVR-2 Laser Detecting Set, used by the Army and Navy. As a result of this DMI study, JDMAG recommended assignment of the depot-level workload to an Army facility with an associated potential cost avoidance for the Navy of over $1.1M.

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CONTENTS

OVERVIEW OF THE YEAR

The 63 Depot Maintenance Interservice (DMI) studies initiated during fiscal year 2002 are shown in Table 1 by the Service submitting the study and by work breakdown structure (WBS). Cumulative DMI submissions since 1978 are shown in Table 2, also by the Service submitting the study and by WBS.

Seventy-nine studies were completed in fiscal year 2002. Of these, the study on the AN/AVR-2 Laser Detecting Set resulted in identification of $1,124,000 potential cost avoidance for the Navy. Cost avoidances are described as "potential" because they will only occur when the interservice action is implemented for each item.

Table 3 shows, year-by-year since 1978, DMI study introductions (initiations), DMI study decisions (completions) and cost avoidance identified, as well as totals for fiscal years 1978-2002.

TABLE 1
DMI STUDIES FY02 INTRODUCTIONS

Equipment WBS	Category	USA	USN	USAF	USMC	Total
100	Aircraft	1	42	7	0	50
200	Missiles	0	1	0	0	1
300	Ships	0	0	0	0	0
400	Combat Vehicles	1	1	0	2	4
500	Automotive	0	0	0	0	0
600	Construction	0	0	0	0	0
700	Electronics & Communications	3	2	0	1	6
800	Ordnance, Weapons & Munitions	0	0	0	1	1
900	General Purpose	0	0	0	1	1
	Totals	5	46	7	5	63

TABLE 2
DMI STUDIES FY78-02 INTRODUCTIONS

Equipment WBS	Category	USA	USN	USAF	USMC	Total
100	Aircraft	120	291	389	0	800
200	Missiles	41	47	52	1	141
300	Ships	7	115	1	0	123
400	Combat Vehicles	53	3	3	6	65
500	Automotive	13	0	1	7	21
600	Construction	7	0	0	0	7
700	Electronics & Communications	241	93	293	49	676
800	Ordnance, Weapons & Munitions	19	8	2	4	32
900	General Purpose	21	6	8	4	39
	Totals	522	563	749	71	1,905

TABLE 3
DMI STUDIES
FY78-02 INTRODUCTIONS-DECISIONS-POTENTIAL COST AVOIDANCE
($MILLIONS PER YEAR)

	FY78	FY79	FY80	FY81	FY82
INTRODUCTIONS	134	55	98	53	62
DECISIONS	14	70	76	60	43
COST AVOIDANCE	2.6	52.6	49.2	34.0	15.0

	FY83	FY84	FY85	FY86	FY87
INTRODUCTIONS	224	143	103	87	84
DECISIONS	70	80	70	232	101
COST AVOIDANCE	13.0	24.5	59.4	29.3	35.3

	FY88	FY89	FY90	FY91	FY92
INTRODUCTIONS	85	96	74	93	75
DECISIONS	102	107	87	65	83
COST AVOIDANCE	131.3	2.4	48.2	11.0	9.4

	FY93	FY94	FY95	FY96	FY97
INTRODUCTIONS	28	45	54	32	25
DECISIONS	62	61	49	54	45
COST AVOIDANCE	29.5	20.2	6.8	18.2	0.4

	FY98	FY99	FY00	FY01	FY02
INTRODUCTIONS	25	48	82	37	63
DECISIONS	38	71	85	55	79
COST AVOIDANCE	0	0	0	8.9	1.1

	TOT
INTRODUCTIONS	1905
DECISIONS	1859
COST-AVOIDANCE	592.8

F-14D Aircraft Systems and Subsystems

The Navy introduced the F-14D aircraft for DMI study. The F-14D aircraft is a modification of the Navy's F-14A aircraft. The Navy is the sole user of the F-14D and currently has an inventory of 45 aircraft. The F-14D is tentatively planned to go out of service by fiscal year 2008. The Navy determined that a core depot maintenance capability was required for the F-14D aircraft and had assigned scheduled depot level maintenance for the aircraft to the Naval Air Depot, Jacksonville, FL. F-14D systems, subsystems and equipment were assigned to 15 individual studies. One study was completed in a previous year, eight studies were completed during fiscal year 2001 and two were terminated. The following four studies were completed during fiscal year 2002.

F-14D Aircraft Electrical Systems (890007-06)

A JDMAG summary DMI study recommended that the F-14D Aircraft Electrical Systems components be assigned to Naval Air Depot, Jacksonville, FL. The joint Service decision was announced 4 October 2001.

F-14D Aircraft Fuel Systems (890007-08)

A JDMAG summary DMI study recommended that the F-14D Aircraft Fuel Systems components be assigned to Naval Air Depot, Jacksonville, FL. The joint Service decision was announced 4 October 2001.

F-14D Aircraft Miscellaneous Utilities (890007-10)

A JDMAG summary DMI study recommended that the F-14D Aircraft Miscellaneous Utilities components be assigned to Naval Air Depot, Jacksonville, FL. The joint Service decision was announced 4 October 2001.

F-14D Aircraft Instruments (890007-11)

A JDMAG summary DMI study recommended that the F-14D Aircraft Instrument components be assigned to Naval Air Depot, Jacksonville, FL, and the depot repair for two items managed by the Air Force remain at Ogden Air Logistics Center, Hill AFB, UT, and Oklahoma City Air Logistics Center, Tinker AFB, OK. The joint Service decision was announced 2 October 2001.

AN/AVR-2 and AN/AVR-2A Laser Detecting Sets and the TS-4321A/AVR-2A(V) Laser Detecting Test Set (90-0019)

The Army introduced the N/AVR-2/2A Laser Detecting Sets (LDS) and TS-4321A/AVR-2A(V) Laser Detecting Test Set for depot maintenance interservice study and depot source of repair assignment. The LDS detects, identifies and characterizes optical signals 360 degrees around the

aircraft and provides warning of laser threats to the aircrew. These AVR-2 LDSs are used by both the Army and Navy on small, medium and large frame helicopters and tactical/transport sized fixed wing aircraft. The Army nominated Tobyhanna Army Depot, PA, and the Navy nominated Naval Air Depot, Jacksonville, FL, as their candidate depots. JDMAG conducted a comparative study and recommended the AN/AVR-2/2A LDS and TS-4321A/AVR-2A(V) Laser Detecting Test Set be assigned to Tobyhanna Army Depot, PA, based on the least overall cost to provide repair for the first 5 years of workload. Establishing a single depot facility will result in a potential cost avoidance of $1,123,873 for the Navy. The joint Service decision was announced 25 April 2002.

M1A2 Tank Laser Range Finder Assembly (940032-06)

The Army introduced the Laser Range Finder (LRF) Assembly for DMI study. It is an upgraded mission item in the M1A2 Tank. The Army is the only user of the M1A2 Tank LRF and plans to field 467 systems. The M1A2 Tank LRF provides the tank gunner with the ability to range through smoke and other battlefield obscurants and to track and engage targets at standoff range. The M1A2 LRF improved capabilities include increased firing rate, the introduction of range closure into the fire control solution, and increased accuracy of aerial target engagements. A summary DMI study resulted in a joint Service decision to assign the M1A2 Tank Laser Range Finder Assembly to the Army for depot maintenance support at Tobyhanna Army Depot, PA. The joint Service decision was announced 29 November 2001.

AN/URC-131(V) High Frequency Radio Group (95-0011)

The Navy introduced the AN/URC-131(V) High Frequency Radio Group (HFRG) for DMI study. The Navy is the only user and plans for a total procurement of seventy-four systems. The HFRG forms part of the radio communications system installed on navy surface ships and is a replacement for several existing high frequency radios on ships with requirements for ten or more HF transmitters. The system enables rapid communications circuit reconfiguration, more efficient use of the radio frequency spectrum, automated features, and improved reliability. There are six basic variants of the HFRG that are based on the broadband transmit capability of each system. A summary DMI study resulted in a recommendation to assign the AN/URC-131(V) HFRG depot maintenance workload to the Navy for support by a commercial source. The joint Service decision was announced 10 December 2001.

AN/ARC-222 Single Channel Ground and Airborne Radio System (96-0004)

The AN/ARC-222 Single Channel Ground and Airborne Radio System (SINCGARS) was introduced by the Air Force for DMI study. The Army also uses the system. The Air Force plans to procure 800 receiver-transmitters and 600 radio set controls plus 200/234 spares respectively for use aboard a variety of fixed and rotary wing aircraft. The Army plans to procure 86 systems for use aboard UH-60 and HH-60 helicopters. SINCGARS will provide Very High Frequency Amplitude Modulation/Frequency Modulation two-way communication of voice and data, in both

plain text and cipher text, and in single channel and frequency hopping modes. The frequency hopping mode will provide electronic counter-countermeasures capabilities to interoperate with the Army SINCGARS-V system. The JDMAG conducted a summary study that assigned the AN/ARC-222 SINCGARS depot workload for organic support by the Air Force at Warner Robins Air Logistics Center, Robins AFB, GA. This recommendation resulted in an interservice relationship between the Air Force and Army. Any potential cost avoidance has not yet been determined. The joint Service decision was announced 22 May 2002.

Improved Bradley Acquisition Subsystem (96-0016)

The Army introduced the Improved Bradley Acquisition Subsystem (IBAS) for DMI study. The Army is the only user of the IBAS and projects an inventory of 1,036. The IBAS provides improved target acquisition control over the Tube Optically Launched Weapon (TOW) and TOW 2 missile tracking systems. A summary DMI study resulted in an assignment of the Improved Bradley Acquisition Subsystem to the Army for depot maintenance by a commercial source and Letterkenny Army Depot, PA. The joint Service decision was announced 16 August 2002.

AN/APQ-181 B-2 Radar Avionics System (000006-02)

The Air Force introduced the AN/APQ-181 B-2 Radar Avionics System for DMI study. The radar avionics system is designed specifically to support and enable the B-2 bomber and its unique combination of stealth, range, payload, and near precision weapons delivery. The system's physical design provides two completely redundant radar sets. The Air Force is the only user and plans to procure 21 systems. The JDMAG conducted a summary study of the AN/APQ-181 B-2 system based on the Air Force intention to use organic support for this system and recommended assignment to Oklahoma City Air Logistics Center, Tinker AFB, OK. The joint Service decision was announced 24 August 2002.

AN/TPQ-46A Firefinder Radar Set (00-0013)

The Marine Corps introduced the AN/TPQ-46A Firefinder Radar Set for DMI study. The Marine Corps is the only user of the set and plans for a total procurement of 22 systems for use with field units. The Firefinder is a pulse Doppler radar with multiple target capability. It can detect and locate projectiles in ballistic flight and display the projectile's point of origin over a prescribed range within a defined azimuth sector. The AN/TPQ-46A is comprised of the shelter, antenna transmitter group, and trailer that are transported by a High Mobility Multipurpose Wheeled Vehicle (HMMWV). The Marine Corps did not submit the HMMWV (M1038 and M998) in this study for assignment as it has been previously studied and assigned. The AN/TPQ-46A is derivative of the AN/TPQ-36/37 Firefinder system, and is most closely related to the Army used AN/TPQ-36(8) configuration with differences existing in the trailer and the Modular Azimuth Positioning System configuration Plugger device that Army also uses. A summary DMI study recommended the AN/TPQ-46A Firefinder Radar Set and associated reparable items be assigned

to the Army for depot maintenance support at Tobyhanna Army Depot, PA, with the exception of the M116A3 Trailer Chassis which was recommended for assignment to the Marine Corps at Depot Maintenance Activity, Barstow, CA, and the AN/PSN-11 Navigation Set, Satellite will remain as previously assigned to a commercial source. A new interservice relationship between the Marine Corps and Army was created as a result of this recommendation, however, no potential cost avoidance has yet been determined. The joint Service decision was announced 25 April 2002.

AN/TMQ-43(V) Small Tactical Terminal (01-0002)

The Air Force introduced the AN/TMQ-43(V) Small Tactical Terminal for DMI review. The terminal is a joint Air Force and Army program. Air Force plans to procure 129 terminals, and Army plans to procure 14 terminals. The AN/TMQ-43(V) provides tactical weather support to the Air Force and Army by receiving a variety of weather data from the Defense Meteorological Satellite Program. The system consists of small, portable, lightweight, ruggedized satellite receiver weather terminals that provide an interactive meteorological satellite data analysis capability without reliance on surface communications. The terminal consists of 95 percent commercial-off-the-shelf equipment. As a result of a summary DMI study, JDMAG recommended the AN/TMQ-43(V) Small Tactical Terminal be assigned to a commercial source for accomplishment of depot maintenance with the exception of the MYK-7A Encryption-Decryption Equipment which the 5810 Depot Maintenance Interservice Working Group assigned to the Air Force at Cryptologic Systems Group, Lackland AFB, TX. New interservice relationships will occur between the Air Force and Army as a result of this recommendation, but because any potential cost avoidance that may accrue to the Army is expected to be small based on low Army inventory, no cost avoidance was determined. The joint Service decision was announced 10 December 2001.

Tactical Unmanned Aerial Vehicle Shadow 200 System (01-0003)

The Army introduced the Tactical Unmanned Aerial Vehicle (TUAV) Shadow 200 System for DMI study. The Army is the only user of the 200 system and plans for an inventory of 44 units. The TUAV Shadow 200 System is a ground maneuver commander's primary day/night, reconnaissance, surveillance, and target acquisition system. The TUAV provides the commander with a number of benefits such as enhanced enemy situational awareness, target acquisition capability, battle damage assessment and battle management capabilities. The Shadow 200 System consists of the RQ-7A Unmanned Aerial Vehicle (UAV), the Ground Control Station and various other equipment required for communications, interface, and UAV launch, recovery and transport. A summary DMI study resulted in a joint Service decision assigning the depot maintenance for the TUAV Shadow 200 to for support by a commercial source. The joint Service decision was announced 14 February 2002.

AN/GYQ-79 Common Munitions Built-In-Test Reprogramming Equipment (01-0011)

The Air Force introduced the AN/GYQ-79 Common Munitions Built-In-Test (BIT) Reprogramming Equipment (CMBRE) for DMI study. The Air Force and Navy are both users of the AN/GYQ-79 with an Air Force inventory objective of 540 units and a Navy inventory of 79 units. The AN/GYQ-79 CMBRE is used to initiate BIT, record system/munitions status, reprogram munitions operational flight programs, load mission planning and Global Positioning System crypto keys. It consists of a controller unit and a test adapter unit. The AN/GYQ-79 CMBRE tests the following munitions; Joint Stand-Off Weapon, Joint Direct Attack Munition, AIM 9X, Wind Corrected Munitions Dispenser, HAVE NAP (AGM-142), Joint Air-To-Surface Stand-Off Missile, Sea Launched Land Attack Missile Extended Range, and Hard Target Smart Fuse. Aircraft applications include F-15, F-16, F-22, F-117, B-1, B-2, F-14, F/A-18 and AV-8. A summary DMI study resulted in a joint Service decision assigning the AN/GYQ-79 depot maintenance workload to a commercial source. The joint Service decision was announced 29 November 2001.

AN/SPN-35C Aircraft Control Approach Central (01-0012)

The Navy introduced the AN/SPN-35C Aircraft Control Approach Central for DMI study. The Navy is the only user and plans for a total procurement of 13 systems for use aboard amphibious assault ships and mine countermeasures ships. The AN/SPN-35C is a precision approach radar used for Mode III precision approach aircraft recovery on navy ships during adverse weather conditions. A new solid-state receiver eliminates vacuum tubes and obsolete parts utilizing commercial off-the-shelf (COTS) parts, as well as a COTS flat panel color display. A built-in-test capability with fault indications to the circuit board level for all major system parameters is resident in the AN/SPN-35C. The JDMAG conducted a summary DMI study that resulted in a recommendation that 61 items be assigned to the Navy for commercial support and the remaining 11 items be supported at Naval Air Warfare Center Aircraft Division Detachment, Patuxent River, MD. A joint Service decision was announced 22 May 2002.

AN/AYQ-23(V) Ground Proximity Warning System (01-0015)

The Navy introduced the AN/AYQ-23(V) Ground Proximity Warning System (GPWS) for DMI study. The Navy is the only user and projects an inventory of 514 systems. The AN/AYQ-23(V) GPWS will prevent controlled flight into terrain by providing pilots with a timely aural and visual warning. It processes data from various aircraft sensors to determine possible unsafe conditions and issues warnings. The GPWS processor consists of hardware and computer software. A summary study resulted in a joint Service decision assigning the AN/AYQ-23(V) GPWS to the Navy for depot maintenance by Naval Air Depot, North Island, CA. This joint Service decision supercedes a previous DMI Study (00-0007) which assigned the AN/AYQ-23(V) GPWS to Navy for interim contract support. The joint Service decision was announced 4 April 2002.

B-1 Common Weapons Interface Unit (01-0016)

The Air Force introduced the B-1 Common Weapons Interface Unit (CWIU) for DMI study. The Air Force is the only user of the CWIU with an inventory of 126 systems. The CWIU acts as the interface between the B-1 aircraft weapon management subsystems and the weapons. A summary study resulted in assigning the CWIU depot workload to Oklahoma City Air Logistics Center, Tinker AFB, OK. The Joint Service decision was announced 17 January 2002.

B-1 Aircraft Multi-Purpose Rotary Launcher Cable Assembly (01-0017)

The Air Force introduced the B-1 Multi-Purpose Rotary Launcher (MPRL) Cable Assembly for DMI study. The Air Force is the only user and plans to acquire a total of 130 sets of MPRL Cables for installation on B-1 Aircraft. The MPRL Cables convey power, status, and command signals between the B-1 Aircraft Common Weapons Interface Unit, Power Control Assembly, Power Supply, Transformer Line Replaceable Units, and Rotary Launcher weapons. A summary study resulted in assigning the MPRL cable assembly to Oklahoma City Air Logistics Center, Tinker AFB, OK. The Joint Service decision was announced 17 January 2002.

E-3A Global Positioning Integrated Navigation System (01-0018)

The Air Force introduced the E-3A Global Positioning Integrated Navigation System (GINS) for DMI study. The Air Force is the only user and plans to install a total of 32 systems on E-3A aircraft. The GINS integrates a global positioning system capability into the E-3A Inertial Navigation System and adds a flight management capability that simplifies flight planning and mission pattern steering. A summary study resulted in assigning the GINS depot workload to commercial support except for the Ultra-High-Frequency Radio Control Indicator which was assigned to Warner-Robins Air Logistics Center, Robins AFB, GA. The Joint Service decision was announced 5 December 2001.

Tunner 60K Loader (01-0020)

The Air Force introduced the Tunner 60K loader for DMI study and subsequent Depot Source of Repair (DSOR) assignment. The Air Force will be the only user and plans to acquire a total of 318 loaders. The Tunner 60K Loader is a self-propelled vehicle with drive on/drive off capability and is air transportable on the C-141, C-5 and C-17 Aircraft. The Tunner Loader has a 60,000 pound capacity and is capable of handling six 463L type pallets and services both military and commercial aircraft. The deck has pitch, roll, yaw and side-to-side adjustments for quick efficient interface with military and commercial cargo aircraft, including the B-747, L-1011 and DC-10. A summary study resulted in assigning the Turner 60K loader to a commercial source. The Joint Service decision was announced 17 January 2002.

F-16 Common Configuration Implementation Program and Combined Life-Time Support Strategy (01-0021)

The Air Force introduced the F-16 Common Configuration Implementation Program (CCIP) and Combined Life-Time Support Strategy (CLTS) for DMI study. The Air Force will be the only user and plans to modify 623 F-16 aircraft. The CCIP is a retrofit program to modify the F-16 Block 40 and 50 aircraft avionics to a virtually identical configuration. Most of the CCIP systems are supported by contractor depot level repair until planned depot transition takes place. A DMI summary study resulted in an assignment of the CCIP to Ogden Air Logistics Center, Hill AFB, UT. The Air Force plans to implement transition to organic repair on an item-by-item phased basis expected during 2005-2006. The Joint Service decision was announced 17 January 2002.

Generic Acoustic Simulation System (01-0022)

The Navy introduced the Generic Acoustic Simulation System (GASS) for DMI study. The GASS is a modular, database-driven system comprised entirely of commercial off-the-shelf hardware. Used on the P-3 and H-60 Trainers this system will be used to train acoustic sensor operators in air deployed acoustic anti submarine warfare systems. The GASS will simulate the transmitted and/or received acoustic signal at the wet end of the deployed sources/sensors, provide sensor effects as seen operationally, and stimulate the input to the acoustic signal processor and the audio channels of the trainers. The Navy is acquiring four systems and will be the only user. A JDMAG summary DMI study recommended the Generic Acoustic Simulation System be assigned to the Navy for depot support by a commercial source. The joint Service decision was announced 4 October 2001.

Mobile Kitchen Trailer (01-0023)

The Mobile Kitchen Trailer (MKT) was introduced by the Army for DMI study. The MKT is an expandable, self-contained, field food service system designed to provide food service for approximately 250 personnel per meal serving A and B rations. The system consists of standard field cooking equipment (griddle and cooking racks, ice chest, sink and cabinets), protected by a hard roof and, for weather protection, can be enclosed with a soft materiel system and packaged in a configuration to allow efficient preparation of type A and B rations. The Army is the major user of the MKT with 4,246 trailers on hand. The Navy has purchased one in the MKT 95 configuration. The Air Force recently purchased 15 units and may not consider repair for a number of years. A JDMAG summary DMI study recommended that the depot repair for the Mobile Kitchen Trailer be assigned to Letterkenny Army Depot, PA. The joint Service decision was announced 15 November 2001.

B-52 Diplexer/Pre-Amplifier (01-0024)

The Air Force introduced the B-52 Diplexer/Pre-Amplifier for DMI study. The B-52 Diplexer/Pre-Amplifier is a broadband 248 to 270 Mega Hertz (MHz) low noise, solid state assembly which is designed for Ultra-High-Frequency (UHF) airborne receiver/transmitter application and allows interface of transmitter and receiver to the same antenna connector without internal switching. The Air Force is the only user and plans to procure 150 units for use on the B-52H aircraft. A JDMAG summary DMI study recommended that the depot repair for the B-52 Diplexer/Pre-Amplifier be assigned to the Air Force for support by a commercial source. The joint Service Decision was announced 5 December 2001.

AN/ASN-177 Global Positioning System Enhanced Navigation System (01-0025)

The Air Force introduced the AN/ASN-177 Global Positioning System Enhanced Navigation System for DMI study. The AN/ASN-177 provides integration of navigation equipment to comply with the Air Force's Navigation/Safety Equipment Master Baseline for the C-141 aircraft. This system is software intensive with the original equipment manufacturer having proprietary rights to 40 percent of the software. Commercial depot repair is planned after the initial warranty period expires. The Air Force is the only user and will acquire a total of 63 units for use on the C-141 aircraft. A JDMAG summary DMI study recommended depot repair for the AN/ASN-177 Global Positioning System Enhanced Navigation System be assigned to a commercial source. The joint Service Decision was announced 5 December 2001.

F-16A/B Adversary Aircraft (020001-01)

The Navy introduced the F-16A/B Adversary Aircraft for DMI study. The Navy will use the F-16A/B as adversary aircraft in the Navy 'Top Gun' program. These aircraft are out of production, and are being obtained from storage at the Aerospace Maintenance and Regeneration Center, Davis-Monthan AFB, AZ. The Navy will be the only user of these 14 aircraft and plans to use them for approximately 10 years. A JDMAG summary DMI study recommended depot repair for the Navy F-16A and F-16B Adversary Aircraft be assigned to Ogden Air Logistics Center, UT. Any potential cost avoidance that may accrue to the Navy has not yet been determined. The joint Service decision was announced 22 January 2002.

F100-PW-220 Engine (020001-02)

The Navy introduced the F100-PW-220 Engine for DMI study. The Navy will use the F100-PW-220 Engine in the F-16A and F-16B Adversary Aircraft in the Navy's 'Top Gun' program. These engines and aircraft are out of production and are being obtained from storage at the Aerospace Maintenance and Regeneration Center, Davis-Monthan AFB, AZ. The Navy will be the only user of the 14 aircraft. A JDMAG summary DMI study recommended that the depot

repair for the F100-PW-220 Engine be assigned to Oklahoma City Air Logistics Center, Tinker AFB, OK, and commercial sources. The joint Service decision was announced 22 January 2002.

B-1B Aircraft Control Display Unit (02-0003)

The B-1B Aircraft Control Display Unit was introduced by the Air Force for DMI study. The Control Display Unit is the primary flight crew interface for the Communications and Navigation Management System (CNMS) on the B-1 aircraft. It will control the Ultra-High-Frequency and Very-High-Frequency communications radios, maintain a guidance solution, maintain flight plans, and provide a navigation solution, flight management functions and CNMS status monitoring. The Air Force has obtained 12 units and is the only user. A JDMAG summary DMI study recommended the depot repair for the B-1B Aircraft Control Display Unit be assigned to a commercial source. The joint Service decision was announced 17 December 2001.

F101/F118 Common Digital Electronic Control (02-0004)

The Air Force introduced the F101/F118 Common Digital Electronic Control (DEC) for DMI study. The DECs replace the augmentor fan temperature control and component integration test system on the F101-GE-102 Engine, and the engine monitoring system processor and engine fan temperature control on the F118-GE-100 Engine. The DECs are functional replacements that will be transparent to the aircraft. The DECs are required because the current control boxes will become unsupportable by 2002. The Air Force is the only user of the DECs and will acquire 561 units for use on the B-1 and B-2 aircraft. A JDMAG summary DMI study recommended that the depot repair for the F101-GE-102/F118-GE-100 Common Digital Electronic Control be assigned to the Air Force for repair by commercial sources. The joint Service decision was announced 17 December 2001.

AN/USM-675(V) Third Echelon Test System (02-0005)

The Marine Corps introduced the AN/USM-675(V) Third Echelon Test System (TETS) for DMI study. The AN/USM-675(V) TETS would provide a portable test capability that is reconfigurable for multi-role operations. TETS has the capability to test and diagnose electronic and electro-mechanical line replaceable units to the secondary repairable item and/or circuit card assembly for a variety of weapon systems and equipment. The TETS is constructed from modified commercial-off-the-shelf equipment using modular instrument technology. The Marine Corps will be only user of the AN/USM-675(V) and will procure 173 units. A JDMAG summary DMI study recommended that the depot repair for the AN/USM-675(V) Third Echelon Test System be assigned to Depot Maintenance Activity, Albany, GA. The joint Service decision was announced 28 February 2002.

M21 Remote Sensing Chemical Agent Alarm (02-0006)

The M21 Remote Sensing Chemical Agent Alarm was introduced b the Army for DMI study. The M21 is an automatic scanning, passive infrared sensor which detects nerve and blister agent vapor clouds by sensing changes of the infrared spectra of remote terrain caused by the presence of agent vapor. When a threat agent is detected an audible and visual alarm is provided. Army and Marine Corps use similar but different versions of the M21. Army has procured 156 units. A JDMAG summary DMI study recommended that the depot repair for the two versions of the M21 Remote Sensing Chemical Agent Alarm be assigned to their respective Services for support by a commercial source. The joint Service decision was announced 8 March 2002.

F/A-18E/F Aircraft Systems and Subsystems

The Navy introduced the F/A-18E/F aircraft for DMI study. This aircraft will use the F414-GE-400 engine, which has already been studied and assigned to Naval Air Depot, Jacksonville, FL. The Navy and the Marine Corps will be the only users of the F/A-18E/F and will be acquiring a total of 428 aircraft. F/A-18E/F systems, subsystems and equipment were divided into 17 individual studies. All the studies were completed during fiscal year 2002.

F/A-18E/F Aircraft Forward Fuselage System (020007-01)

The F/A-18E/F Aircraft Forward Fuselage System is a semi-monocoque construction, and provides support for the leading edge extension, nose landing gear, fuel tank, radar set, 20 millimeter gun, avionics bays, nose radome, windshield canopy and cockpit. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Forward Fuselage System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 8 January 2002.

F/A-18E/F Aircraft Landing Gear System (020007-02)

The F/A-18E/F Aircraft Landing Gear System is a linkage and energy absorption system designed to position the landing gear, absorb vertical landing shock loads, transfer landing and brake drag loads to the airframe, and program the axle positions during extension and retraction. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Landing Gear System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 14 January 2002.

F/A-18E/F Aircraft Arresting Gear System (020007-03)

The F/A-18E/F Aircraft Arresting Gear System is used for carrier landings and emergency field arrestments. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Arresting Gear System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 14 January 2002.

F/A-18E/F Aircraft Flight Control System (020007-04)

The F/A-18E/F Aircraft Flight Control System consists of the following systems: (1) Leading Edge Extension Spoiler System; (2) Aileron System; (3) Horizontal Stabilator System; (4) Rudder System; (5) Leading Edge Flap System; and (6) Wing Fold Mechanical Drive. A JDMAG summary DMI study recommended the F/A-18E/F Aircraft Flight Control System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 14 January 2002.

F/A-18E/F Aircraft Power Control System (020007-05)

The F/A-18E/F Aircraft Power Control System provides the crewmember the capability to control each of the F414-GE-400 engines. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Power Control System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 15 January 2002.

F/A-18E/F Aircraft Power Plant Installation System (020007-06)

The F/A-18E/F Aircraft Power Plant Installation System consists of the Boundary Layer Control (BLC) System. The purpose of the BLC system is to decelerate supersonic air and to provide even, subsonic airflow to the engine throughout the aircraft flight envelope. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Power Plant Installation System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 16 January 2002.

F/A-18E/F Aircraft Accessory Drive System (020007-07)

The F/A-18E/F Aircraft Accessory Drive System consists of the Airframe Mounted Accessory Drive (AMAD) System. The AMAD provides rotational power to the engine during main engine start, and power to the AMAD accessories during normal engine drive mode and ground maintenance mode. The identical left or right hand AMAD will handle the entire aircraft load when one side is not operational. They are located in separate fire zones, each side with fire detection and fire extinguishing. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Accessory Drive System be assigned to Naval Air Depot, Cherry Point, NC, for depot support. The joint Service decision was announced 17 January 2002.

F/A-18E/F Aircraft Bleed Air System and Bleed Air Leak Detection Warning System (020007-08)

The F/A-18E/F Aircraft Bleed Air System and Bleed Air Detection Warning System uses high-pressure air extracted from the final seventh compressor stage of the two F414-GE-400 engines for the various subsystems of the Environmental Control System.

When the system detects a bleed air leak, two primary regulators and a single secondary regulator function as shutoff valves. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Bleed Air System and Bleed Air Leak Detection Warning System be assigned to Naval Air Depot, Cherry Point, NC, for depot support. The joint Service decision was announced 18 January 2002.

F/A-18E/F Aircraft Air Conditioning System (020007-09)

The F/A-18E/F Aircraft Air Conditioning System is comprised of five subsystems which provide a regulated temperature-controlled supply of air for direct use by the aircraft and crew. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Air Conditioning System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 23 January 2002.

F/A-18E/F Aircraft Lighting System (020007-10)

The F/A-18E/F Aircraft Lighting System provides illumination of the aircraft suitable for visual display at night in either a military or civil aircraft environment. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Lighting System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 31 January 2002.

F/A-18E/F Aircraft Hydraulic Power Supply System (020007-11)

The F/A-18E/F Aircraft Hydraulic Power Supply System is a dual pressure 3,000 and 5,000 pounds per square inch system. The system provides power to the primary flight control surface actuators exclusively at the 5,050 pounds per square inch gauge except as commanded by the flight control computer. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Hydraulic Power Supply System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 31 January 2002.

F/A-18E/F Aircraft Fuel Transfer System (020007-12)

The F/A-18E/F Aircraft Fuel Transfer System supplies pressurized fuel to each engine by independent engine feed systems. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Fuel Transfer System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 31 January 2002.

F/A-18E/F Aircraft Fire Protection System (020007-13)

The F/A-18E/F Aircraft Fire Protection System detects and suppress fire threats in the F/A-18E/F dry bay areas. A JDMAG summary DMI study recommended that the

F/A-18E/F Aircraft Fire Protection System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 31 January 2002.

F/A-18E/F Aircraft Integrated Communication/Navigation/Identification Friend-or-Foe System (020007-14)

The F/A-18E/F Aircraft Integrated Commercial/Navigation/Identification Friend-or-Foe System supports a variety of sub functions including interface and routing of audio signals, weapon audio and voice audio warnings/cautions, controls and interfaces the various radio navigation subsystems. A JDMAG summary DMI study recommended the F/A-18E/F Aircraft Integrated Communication/Navigation/Identification Friend-or-Foe System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 31 January 2002.

F/A-18E/F Aircraft Weapon Control System (020007-15)

The F/A-18E/F Aircraft Weapons Control System is comprised of a multipurpose color display, multifunction control display and touch screen indicating panel. This system provides color video, symbology and mapping information with a touch screen panel interface. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Weapons Control System be assigned to Naval Air Depot, North Island, CA, for depot support. The joint Service decision was announced 31 January 2002.

F/A-18E/F Aircraft Weapons Delivery System (020007-16)

The F/A-18E/F Aircraft Weapons Delivery System is comprised of the SUU-79, SUU-80 and SUU-78 stores carriers (wing pylon assemblies) and ancillary equipment used for the carriage, control and release of external fuel tanks, sensor pods and numerous weapons. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Weapons Delivery System be assigned to Naval Air Depot, Jacksonville, FL, for depot support. The joint Service decision was announced 31 January 2002.

F/A-18E/F Aircraft Electronics Countermeasures System (020007-17)

The F/A-18E/F Aircraft Electronics Countermeasures (ECM) System is an electronic warfare system utilizing deployable, tethered receiver-transmitters. Deployed singularly, these receiver-transmitters act as a decoy by receiving, amplifying and re-transmitting enemy signals. This in turn, draws enemy fire away from the parent aircraft. The aircrew initiates decoy deployment using the ECM control panel together with other controls provided on the digital display indicators. A JDMAG summary DMI study recommended that the F/A-18E/F Aircraft Electronics Countermeasures System be assigned to Naval Air Depot, Jacksonville, FL, for depot support. The joint Service decision was announced 31 January 2002.

B-52 Power Drive Unit Controller (02-0008)

The Air Force introduced the B-52 Power Drive Unit Controller (PDUC) for DMI study. The Air Force will be the only user and plans to acquire a total of 94 controllers for use on B-52H aircraft. The PDUC controls the rotation of the Common Strategic Rotary Launcher (CSRL). The CSRL carries nuclear and conventional Air Launched Cruise Missiles, and nuclear bombs. A summary study on the CCIP was conducted based on the test stand and proprietary repair data not being purchased, which resulted in assigning the PDUC to a commercial source for depot support. The Joint Service decision was announced 25 April 2002.

AN/USC-61(C) Digital Modular Radio (02-0009)

The AN/USC-61(C) Digital Modular Radio (DMR) is a modular, software reconfigurable, multi-mode digital radio that satisfies the tactical communications requirements between 2 Megahertz (MHz) and 2 Gigahertz (GHz). The DMR is designed to be 100 percent compatible with legacy systems and military standards and can be used to replace aging equipment. The Navy will be the only user of the AN/USC-61(C) DMR and will procure 363 units. A JDMAG summary DMI study recommended the depot repair for the AN/USC-61(C) Digital Modular Radio be accomplished by commercial sources. The joint Service decision was announced 2 May 2002.

Low Probability of Intercept Altimeter (02-0010)

The Low Probability of Intercept Altimeter (LPIA) receiver/transmitter performs altimeter function by transmitting a radar low power output signal and uses a synchronized receiver to process the reflected radar signal to derive altitude information. The Navy and Marine Corps are the only users and will be acquiring a total of 430 units. A JDMAG summary DMI study recommended the assignment of the Low Probability of Intercept Altimeter receiver/transmitter to the Navy for organic depot repair at Naval Air Depot, Jacksonville, FL, where applicable, and depot maintenance by commercial support for warranty repair. The joint Service decision was announced 14 May 2002.

KC-130J Aircraft (02-0011)

The Navy introduced the KC-130J Aircraft for DMI study and subsequently restricted the DMI study to only those system repairables unique to the KC-130J Aircraft. The KC-130J provides the Marine Corps with the latest technology for air-to-air refueling of both fixed and rotary wing aircraft and a rapid ground refueling. The repairable items received from the Navy for study were based on the KC-130J in-flight refueling system. The Marine Corps will be the only user and plans to acquire a total of 51 Aircraft. A summary DMI study resulted in assigning the KC-130J air refueling system to the Navy for support by a commercial source, except for the 1,360 Gallon Fuel Tank, which was assigned to the Ogden Air Logistics Center, Hill AFB, UT, for organic repair. No new interservicing was associated with this recommendation, and therefore no

potential cost avoidance will result from this assignment. The Joint Service decision was announced 4 September 2002.

Active Electronically Scanned Array Radar (02-0012)

The Navy introduced the Active Electronically Scanned Array Radar (AESA) for DMI study. The AESA is a key element of the F/A-18E/F aircraft Block II upgrade that integrates the Advanced Crew Station Type II Radar technology and capability. The integrated AESA radar fulfills Air-to-Air, Air-to-Surface and Electronic Warfare mission roles with time multiplexed, near simultaneous operation. The Navy is the only known user of the Active AESA Radar and will procure 282 units. A JDMAG summary DMI study recommended depot repair for the Active Electronically Scanned Array Radar to the Navy at Naval Air Depot, North Island, CA. The joint Service decision was announced 2 May 2002.

AN/ARC-210 Radio (RT-1794C/1797-COMSEC) (02-0013)

The AN/ARC-210 Radio (RT-1794C/1797–COMSEC) was introduced by the Air Force for DMI study. The ARC-210 provides a multi-band/multi-mode operation in Very High Frequency and Ultra-High-Frequency spectrums. The radio provides capabilities for use in European theaters. The Air Force uses the radio on a variety of aircraft and will procure 520 units for the C-5 and C-17 aircraft, 649 units for the KC-135 and HH60G aircraft, and 104 units for the B-1B aircraft for a total acquisition of 1,273 units. The Navy is also a user. A JDMAG summary DMI study recommended depot repair assignment to their respective Services for support by commercial sources. The joint decision was announced 17 April 2002.

Line of Sight Anti-Tank (02-0014)

The Line of Sight Anti-Tank (LOSAT) was introduced by the Army for DMI study. The LOSAT will provide an anti-tank capability for light, early entry forces by defeating enemy tanks, armored vehicles, and helicopters utilizing the kinetic energy missile being developed with the launch platform. The LOSAT fire control unit is a modified (reinforced) up-armor, M1113 High Mobility Multipurpose Wheeled Vehicle chassis with permanent launch pods on the roof of the vehicle. The Army is the only user of the LOSAT System and is procuring 12 units for test and demonstration. A JDMAG summary DMI study recommended the Line of Sight Anti-Tank System assigned to the Army for depot repair and support by commercial sources. The joint Service decision was announced 16 May 2002.

Increased Capability III (02-0015)

The Navy introduced the Increased Capabililty (ICAP) III for DMI study. The ICAP III system is being developed as a complete integrated re-active system. The ICAP III will replace the existing

AN/ALQ-99 receiver system, AN/ASN-123 Display, Recorder Reproducer Set Computer Interface Unit/Encoder and analog and digital converter and incorporate the ICAP III equipment. The incorporation consists of the Tactical Jamming Receiver, and the tactical display subsystem. The pilot horizontal display will be replaced by a similar but smaller display. A JDMAG summary DMI study recommended depot repair for the Increased Capability III system be assigned to the Navy for depot repair at the Naval Surface Warfare Center, Crane, IN. The joint Service decision was announced 15 May 2002.

AN/SWG-5(V) Tactical Tomahawk Weapon Control System (02-0016)

The Navy introduced the AN/SWG-5(V) Tactical Tomahawk Weapon Control System (TTWCS) for DMI study. The TTWCS is the shipboard segment of the weapon system that performs the engagement planning, launch platform mission planning, launch control, and en route control of Tomahawk missiles. The Navy is the only user and is procuring 49 units. A JDMAG summary DMI study recommended the depot repair for the AN/SWG-5(V) TTWCS be assigned to the Navy for depot repair by commercial sources. The joint Service decision was announced 23 May 2002.

CV-4383/A Digital to Analog Converter (02-0017)

The Navy introduced the CV-4383/A Digital to Analog Converter for DMI study. The CV-4383/A verbalizes warnings initiated by the aircraft's ground proximity warning system or other systems by receiving commands over its dual MIL-STD-1553B data bus interface and then sending the warning to the aircraft's intercom system. These warnings are stored in the CV-4383/A message memory that can hold 48 seconds of audio messages. The unit can output up to 256 warnings. The Navy is the only user and is procuring 247 units. A JDMAG summary DMI study recommended the depot repair for the CV-4383A be assigned to Naval Air Depot, North Island, CA. The joint Service decision was announced 23 May 2002.

Air Surveillance Precision Approach Radar Control System (02-0018)

The Navy introduced the Air Surveillance and Precision Approach Radar Control System (ASPARCS) for DMI study. The air traffic control system consists of air surveillance radar, precision approach radar, operations and communications subsystems. These will be mounted on a High Mobility Multipurpose-Wheeled Vehicle. The Navy will be the only user of the ASPARCS and will acquire 12 systems. A JDMAG summary DMI study recommended depot repair for the ASPARCS be assigned to a commercial source. The joint Service decision was announced 21 June 2002.

MH-60S Aircraft Systems and Subsystems

The Navy introduced the MH-60S Helicopter Systems for DMI study. The Navy and the Marine Corps will be the only users of the MH-60S and acquire a total of 237 aircraft. MH-60S systems, and subsystems were assigned to 16 individual sub studies. The following studies were completed during fiscal year 2002:

MS-60S Airframe System (020019-01)

The MH-60S Airframe System serves as the air vehicle primary structure which houses and provides support for all functional systems, subsystems, components, subcomponents, avionics, mission equipment and accommodations for the flight crew. A JDMAG summary DMI study recommended the depot repair for the MH-60S Airframe System be assigned to Naval Air Depot, Cherry Point, NC. The joint Service decision was announced 13 August 2002.

MS-60S Landing Gear System (020019-02)

The MH-60S Landing Gear System is comprised of the main landing gear (MLG) installation, the tail landing gear installation, and the MLG brake lines installation. A JDMAG summary DMI study recommended the depot repair for the MH-60S Landing Gear System be assigned to Naval Air Depot, Cherry Point, NC, except for two items which remain assigned to Corpus Christi Army Depot, TX. The joint Service decision was announced 13 September 2002.

MS-60S Flight Control System (020019-03)

The MH-60S Flight Control System transmits the pilot's input to the main and tail rotors by a conventional hydro-mechanical control system which assists the pilot and reduces the workload. The flight control system consists of the collective pitch, roll and yaw control channels. Also associated are the trim, boost, automatic flight control system servos and primary servos. A JDMAG summary DMI study recommended the depot repair for the MH-60S Flight Control System be assigned to Corpus Christi Army Depot, TX. The joint Service decision was announced 5 August 2002.

MS-60S Rotor System (020019-04)

The MH-60S Rotor consists of a single main rotor producing approximately 97.5 percent of the total lifting force and an anti-torque tail rotor serving as a rotary rudder. The rotor system transforms rotary motion into lift to provide attitude, altitude, and directional control. The rotor system consists of the swash plate assembly, the hub installation main rotor head, the tail rotor installation and the blade fold installation. A JDMAG summary DMI study recommended the depot repair for the MH-60S Rotor System be assigned to Corpus Christi Army Depot, TX. The joint Service decision was announced 5 August 2002.

MS-60S Auxiliary Power Plant System (020019-05)

The MH-60S Auxiliary Power Plant System provides an onboard source of bleed air for main engine starting and for the environmental control system. It provides a generator used for electrical power during ground operations and for in-flight emergencies. A JDMAG summary DMI study recommended the depot repair for the MH-60S Auxiliary Power Plant System be assigned to Naval Air Depot, Cherry Point, NC. The joint Service decision was announced 29 July 2002.

MS-60S Transmission & Equipment Systems (020019-06)

The MH-60S Transmission and Equipment Systems receives and transmits engine torque to the main tail rotor systems. It also provides drive for accessories. A JDMAG summary DMI study recommended the depot repair for the MH-60S Transmission and Equipment Systems be assigned to Corpus Christi Army Depot, TX. The joint Service decision was announced 5 August 2002.

MS-60S Power Plant Installation System (020019-07)

The MH-60S Power Plant Installation System includes two T700-GE-401C engines that provide power for the main transmission to turn the main and tail rotor blades. A JDMAG summary DMI study recommended the depot repair for the MH-60S Power Plant Installation System be assigned to Corpus Christi Army Depot, TX. The joint Service decision was announced 29 July 2002.

MS-60S Environmental Control/Ice Control System (020019-08)

The MH-60S Environmental Control System/Ice Control System consists of windshield anti-ice system, environmental control system, blade de-ice system and engine anti-ice system. A JDMAG summary DMI study recommended depot repair assignment for the MH-60S Environmental Control/Ice Control Systems to Corpus Christi Army Depot TX. The joint Service decision was announced 13 August 2002.

MS-60S Lighting System (020019-09)

The MH-60S Lighting System consists of interior and exterior lighting which provides illumination for the aircraft mission requirements. A JDMAG summary DMI study recommended the depot repair for the MH-60S Lighting System be assigned to Corpus Christi Army Depot, TX. The joint Service decision was announced 13 August 2002.

MS-60S Electrical Power System (020019-10)

The MH-60S Electrical Power System generates and distributes 3 Phase, 400 Hertz, 115 Volts Alternating Current (VAC), 26 VAC and 28 Volts Direct Current (VDC), to the aircraft's five 115 VAC buses, three 26 VAC buses, and four 28 VDC buses. A JDMAG summary DMI study recommended the depot repair for the MH-60S Electrical Power System be assigned to Corpus Christi Army Depot, TX, except for two items which remain assigned to Tobyhanna Army Depot, PA. The joint Service decision was announced 13 August 2002.

MS-60S Hydraulic System (020019-11)

The MH-60S Hydraulic System provides full essential flight control power at all times and provides utility power as required for auxiliary power unit start and rescue hoist operations. The system incorporates electrical circuitry for indicating, monitoring and controlling system functions. A JDMAG summary DMI study recommended depot repair assignment of the MH-60S Hydraulic System to Corpus Christi Army Depot, TX. The joint Service decision was announced 13 August 2002.

MS-60S Fuel System (020019-12)

The MH-60S Fuel System supplies fuel to both engines and the auxiliary power unit. The system consists of a main fuel system, a fuel low-level warning system, a fuel quantity system, emergency dump system and a hover in flight refueling system. A JDMAG summary DMI study recommended the depot repair for the MH-60S Fuel System be assigned to Corpus Christi Army Depot, TX, except for one item which is assigned to Tobyhanna Army Depot, PA. The joint Service decision was announced 13 August 2002.

MS-60S Miscellaneous Utilities System (020019-13)

The MH-60S Miscellaneous Utilities System contains a fire detector system, fire extinguisher system, thermal discharge warning, a windshield washer and wiper system, a rescue hoist system and a cargo hook system. A JDMAG summary DMI study recommended depot repair of the MH-60S Miscellaneous Utilities System be assigned to Naval Air Depot, Cherry Point, NC. The joint Service decision was announced 14 August 2002.

MS-60S Flight Instrument System (020019-14)

The MH-60S Fight Instrument System provides the flight crew with the necessary information for correct flight. The flight instrument system includes the back-up instruments, the pitot-static system, and the caution/advisory system. A JDMAG summary DMI study recommended the depot repair for the MH-60S Flight Instrument System be assigned to Naval Air Depot, North Island, CA. The joint Service decision was announced 14 August 2002.

MS-60S Integrated Guidance System (020019-15)

The MH-60S Integrated Guidance System (IGS) also known as the Automatic Flight Control System is divided into two sub-systems: the related and associated flight related systems. The IGS flight related equipment and its interaction with the IGS associated equipment provide stability augmentation, trim in all three axis, gust alleviation, altitude hold, automatic approach to hover, hover, hover departure and hover augmentation. A JDMAG summary DMI study recommended the depot repair for the MH-60S Integrated Guidance System components be assigned to Naval Air Depot, Cherry Point, NC, and Naval Air Depot, North Island, CA, and Tobyhanna Army Depot, PA. The joint Service decision was announced 4 September 2002.

MS-60S Electronic Flight Instrument System (020019-16)

The MH-60S Electronic Flight Instrument System (EFIS) contains the EFIS junction box assembly that receives analog and digital signals from various flight instruments and redirects them to both the pilot and co-pilot flight displays. A JDMAG summary DMI study recommended depot repair for the MH-60S Electronic Flight Instrument System be assigned to Naval Air Depot, Cherry Point, NC. The joint Service decision was announced 29 July 2002.

AN/PYQ-7(V)1 (02-0024) Counter Intelligence and Interrogation Operations Workstation

The Counter Intelligence and Interrogation Operations Workstation provides automation support to operational elements of the Army's Military Intelligence units. Major components include a laptop computer, display unit, scanner, printer, secure telephone, keyboard, power supply, assorted adaptors and cases. The Army is the only user and is procuring 99 units. A JDMAG summary DMI study recommended the depot repair for the AN/PYQ-7(V)1 Counter Intelligence and Interrogation Operations Workstation be assigned to the Army for support by a commercial source. The joint Service decision was announced 22 July 2002.

B-52 Angle Gear Box (02-0025)

The B-52 Angle Gear Box transfers the jackscrew rotation for the right side of the B-52 aircraft. The Air Force is the only user and is procuring 106 units. A JDMAG summary DMI study recommended the depot repair for the B-52 Angle Gear Box be assigned to the Air Force for repair and support by commercial sources. The joint Service decision was announced 22 July 2002.

AN/PYQ-8(V) Individual Tactical Reporting Tool (02-0027)

The Army introduced the AN/PYQ-8(V) Individual Tactical Reporting Tool. AN/PYQ-8(V) is an individual portable automation hardware/software suite for counterintelligence/human intelligence personnel to gather and transmit intelligence data. Major components include a notebook computer, software and power supplies, adaptors and cases. The Army is the only user and is procuring 1,505 units. A JDMAG summary DMI study recommended the depot repair for the (AN/PYQ-8(V) Individual Tactical Reporting Tool be assigned to the Army for repair and support by commercial sources. The joint Service decision was announced 22 July 2002.

B-52 Power Drive Unit (Actuator, Electronic) (02-0028)

The B-52 Power Drive Unit powers the wing flap drive system on the B-52H aircraft. The unit is a motor. The Air Force is the only user of the unit and is procuring 94 units. A JDMAG Summary DMI study recommended the depot repair for the B-52 Power Drive Unit be assigned to the Air Force for repair and support by commercial sources. The joint Service decision was announced 29 August 2002.